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An Honorable Distinction.

Not even the strong political influences that packed the State Bar Association in his behalf last winter were sufficient to prevent the unanimous condemnation of Supreme Court Justice WARREN B. HOOKER by the Assembly Judiciary Committee.

That committee laid aside partizanship to judge the evidence against him, and made its report on the facts as they were brought out before it. The members of the committee put citizenship above personal inclination and party pleasure, and stood throughout their deliberations for the purity of the bench and the honor of the judicial department of the State Government.

In the record of a legislative session that includes not a few black chapters this conduct of the Assembly Judiciary Committee stands out with brilliant distinction. The problems it had to solve were new, for, happily, HOOKER's case is the first one of its kind to arise. The accused was not poor, nor friendless, nor without resources. In the effort to protect him from the consequences of his misdeeds no influence, political or social, neglected. Against all such pressure the members of the committee were proof. They performed their duty with unpartizan dignity and disinterestedness.

The Sympathetic Strike.

Some 5,000 Chicago garment workers have been on strike for some weeks. The teamsters' organization "butted in" and tried to induce the national wholesale tailors' association to submit the controversy between it and the garment workers to arbitration. The good offices of the philanthropic teamsters were not accepted. Therefore these altruists went on strike.

With no grievance of their own, with no complaint of their own as to hours or wages, they began the war, which is spreading. The picket with his blackjack or his pistol, the boycott, the intimidation of employers and non-union employees, the entanglement of many innocent persons in a quarrel not their own, the private and public inconvenience, loss and danger; it is the old story and will have the old ending.

As a class the labor union leaders of Chicago seem to be spoiling for a fight. On the other hand, employers and the public generally seem to have reached about the limit of their patience. Is business to be at the mercy of a small section of the community? Has anyness, even without the protection of a union card?

The Hon. EDWARD F. DUNNE, Mayor week. Municipal control of public hostilities is his present problem.

The Situation in the Far East.

since the Russian fleet under Vice-Admiral ROJESTVENSKY crossed the Indian Ocean and entered the Strait of Malacca, it still lingers off the coast of French Indo-China, having been sighted on May 1 some forty miles north of Kamranh Bay. During the same period the whereabouts of the Japanese fleet under Admiral Togo has been unknown. Moreover, since the early part of April from Manchuria concerning the concerted movement of the Japanese armies against Kirin. What is the probable explanation of this apparent inactivity?

As for ROJESTVENSKY, there are at least three reasons for his protracted stay in the South China Sea. By it he has rendered possible the strengthening of his fleet by the supplemental squad ron under Rear Admiral NIEBOGATOFF. which some days ago was sighted near the northwestern entrance of the Strait of Malacca. The rumor that a junction has already been effected is unconfirmed, but we may now expect at any hour to hear of NIEBOGATOFF's arrival in Kamranh Bay, where colliers and supply ships await him. It will then, of course, be optional with ROJESTVENSKY either to proceed with the consolidated squadrons, his own cruisers' rate of speed being accommodated to that of the slow moving coast defense vessels in NIEBOGATOFF's command, or to leave these to protect the colliers and the bulk of the transports while his own fleet goes forward reenforced with the single battleship and the torpedo boat destroyers belonging to the supplemental squadron. If, on his way northward, the Russian Vice-Admiral could be joined by the cruiser Askold, which for months has been interned at Shanghai, but of late has been reported to be preparing to leave port, and also by the three cruisers supposed to be at Vladivostok, but concerning which no trustworthy news has been received for weeks, his force would be on paper so greatly superior to Togo's that the latter, who has no reserve to fall back upon, might deem it inexpedient to risk

a battle. It is equally plain that by tarrying in the neighborhood of Indo-China, and thus tempting his opponent to attack him in the South China Sea, the Russian Thos-Admiral, if beaten, could find in French harbors a refuge for his flying or disabled ships. He knows that the fugitives would meet with a more cordial

Hongkong or in a Chinese port. Ever since ROJESTVENERY put in at Jibutil, many months ago, France has conation would of itself suffice to account for the Russian commander's desire to was likely to be obtained by Rojest-VENSKY's prolonged halt in the South China Sea. Although the Russian Vice-Admiral is no longer within the three mile limit, he is so near it that he can send despatches ashore in a launch and place himself, in telegraphic communication with the St. Petersburg Admiralty and with Russan agents all over the world. The longer he retains such a position the better chance he has of learning the exact whereabouts of his opponent. He needs such knowledge in order to shape his own future course. If, as many believe, Togo's fleet is now cruising off the southern coast of Formosa, with a view of com-

manding both the northern exits from the South China Sea, ROJESTVENSEY, once apprised of the fact, might go back upon his track and enter the Pacific by one of the passages traversing the Malay Archipelago and then make for Vladivostok by following a course considerably east of the Philippines and of the Liu-kiu Islands. If, on the other hand, the Japanese Admiral, instead of cruising off Formosa, is awaiting at Nagasaki the approach of his Russian enemy, it is of vital moment to the latter to ascertain that fact before he decides upon a plan of operation. It is not easy to conjecture what has caused the postponement of the envel-

oping movements understood to have been begun many weeks ago by the four armies under Marshal OYAMA. The delay can hardly be ascribed to the condition of the roads, for this must have been foreseen when it was announced profitable for reproof and instruction. that might affect his investigators was at the Japanese headquarters that Kirin would be occupied on April 10. The fact that a part of Gen. LINIEVITCH's left wing has advanced to a point considerably southeast of Kirin and occupied a place supposed to be in the possession of the enemy is hardly conciliable with the assumption that the Japanese eastern army was on the eve of interposing be tween Kirin and Vladivostok. It may be that, in pursuance of orders from Tokio, the execution of OYAMA'S program was deferred when Rojestven-SEY'S arrival in Far Eastern waters was made known, lest Togo's fleet should suffer an unexpected reverse and be unable to protect the lines of communication between the Asiatic mainland and the Island Empire. It should be remembered that the food obtainable in Central Manchuria was consumed long ago by the belligerents, and that OYAMA's huge army, estimated to exceed four hundred thousand men, has to depend upon supplies brought from Japan. If those supplies were cut off, even for a week, OYAMA would have to fall back toward his bases in Corea and on the Manchurian sea-

More Sound Sense From Mr. McCall

The Hon. SAMUEL W. MCCALL of Massachusetts, who made so strong and thoughtful a protest in the House of Representatives against the Esch-Townbody except a labor unionist the right send bill as a violation of the essential to life, liberty and the pursuit of happi- principles of American government, returned to the attack in a speech before the Beacon Society of Boston last week. He showed that while there was a genof Chicago, will give his measure this eral and just demand for equality of railroad rates and service, the attempt was made in the House of Representatives, responding to Mr. ROOSEVELT'S sudden appropriation of a Bryan Democratic principle, to have rates fixed by Although nearly a month has elapsed the Government. The admitted evil was discrimination. The remedy proposed was not for that end, and in Mr. McCall's opinion the remedy was worse than the disease:

"There was no complaint against rates in them selves that was at all general. The most intelligent witness in favor of last winter's legislation admitted that ninety-nine out of one hundred shippers did not complain that rates were too high. but rather at the relative rate. If the Eikina act no definite news has been received is not sufficient, we must find further remedies for unequal treatment and for the unstable rate. Certainly the Townsend bill was no such remedy. It should have been leveled in terms against industrial switches and private car lines and elevator charges and all the devices which discrimination has employed, but it did nothing of the sort. It went off upon-a vicious rate making tangent. believe that the Townsend bill would have been against the interests of the whole country, would have been a demoralizing force in our system and would have been especially injurious to the in vestors, to the savings banks and insurance com panies of New England, and, in fact, to the New England community which has generously employed its capital in the construction of our railway system."

Then there are a million and a quarter of railroad employees. How are the gross receipts of the railroads, "a fund of which labor gets the greater part," to be diminished without reducing wages? In Mr. McCall's opinion the passage by Congress of the Esch-Townsend bill would have meant decreased efficiency of railroad service on account of the effort of railroad managers to adjust service to price. It would have meant also lower wages, lower returns upon railroad capital, although those returns are already low compared with rates in other businesses. It would have meant "ultimately Government ownership. Naturally Mr. BRYAN, as the champion of Government ownership, loves the

Each-Townsend bill. The philosophic mind of Mr. McCALL ponders the natural corollaries of Government rate fixing:

"A ratiroad rate is necessarily a fluctuating thing, and no law can fairly fix a rate which does not fix those natural elements upon which the rate depends. If the Government fixes the price that ratiroads are to receive for transportation, would it also fix the prices which go into the making of the cost of transportation? Will it fix the price of coal and of ties and iron, the wages of labor and those other varying elements which go to make up the cost to the railroad of the service it renders and which absorb far the greater part of the price it receives? Unices the Government shall at the same time fix the cost of the service, how can it with any approach to justice fix what railroads are to receive? What same man would care to conduct a business with the Government fixing reception at Saigon than at Manila or the prices of what he manufactured, yet leaving from a passing vessel, or was it really a

him subject to the laws of supply and demand

A very loose notion of the property the duties of a neutral in a way rights of railroad companies seems to which the Tokio Government not prevails Mr. McCall's clear common which the Tokio Government unreasonably complains. This consider- sense upon what the cant of the day calls "public utilities" is refreshing:

"There can be no fair doubt that raitroads built bring about, if possible, a trial of strength | and paid for by private capital become private in French rather than in Chinese or property. The fact that the capital invested by Japanese waters. Still another object private individuals in a reliroad is employed in serving the public does not at all make the railroad public property. Theaters, warehouses and many other forms of property serve the public and are subject to regulation, but they remain private property. If the builder of a ratiroad acts as the mere delegate and trustee of the Government to exercise a governmental function and expends his money for that purpose, then the expenditure which he made in that capacity would become a public indebtedness upon any honest principle: but the contention only goes so far as to give the Government the fruits, but not by any means

> As to the right of eminent domain which is assumed by some easy public moralists as giving a color of public property to railroads, Mr. McCall is equally clear:

"The State grants the right of eminent domain to a railroad corporation. If the corporation is unable to obtain its right of way by purchase from the owner, then, under the right of eminent domain, the land is taken, and the corporation pays what a court and a jury may determine, which to usually much in excess of the value of the land. But what is taken is not a fee, but the perpetua subjection of the land to an easement or use for railroad purposes. Private capital pays for the right to use the land in perpetuity or so long as it may be required for rallroad purposes. Surely the State is not to be permitted, without compen sation, to appropriate to itself this use of the land for which private capital has paid, any more than it is to be permitted to appropriate to itself the use of the ties, the steel, the bridges and the labor employed in construction, all paid for by private

To all the sentimental statesmen and hysterical amateur economists who rage against railroads, the views of this independent Massachusetts man should be

Fessenden a Quitter?

Outside the boundaries of Connecticut the Hon. SAMUEL FESSENDEN'S fame rests principally on his never to be forgotten exclamation, "Gop Almighty hates a quitter!" It was addressed to Joseph H. MANLEY of Maine, and was provoked by Mr. MANLEY's admission, in 1896, that New England's candidate for the Republican nomination for President, THOMAS BRACKETT REED of the Pine Tree State, had no chance of success.

Both Mr. REED and Mr. MANLEY are dead, but Mr. FESSENDEN still flourishes in the land of the living, and last fall he expected to succeed Gen. JOE HAWLEY in the United States Senate.

Ex-Governor Morgan G. Bulkeley got the job that Mr. FESSENDEN coveted then. When the death of ORVILLE H. PLATT caused another vacancy in the Senate Mr. FESSENDEN became a candidate to succeed him; but now he has withdrawn from the contest. No reasons for his withdrawal are given by him, and in some quarters there is a disposition to accuse him of the heinous sin of "quitting."

Is FESSENDEN a quitter? We refuse to believe it. What he condemned so vigorously in MANLEY he would not permit himself to do. Rather, Mr. FESSENDEN has withdrawn for strategic purposes, to consolidate the anti-Bulkeley forces and defeat the Hon. GEORGE L. McLean, Senator BulkeLer's candidate for the vacant seat. He has executed a bold and original movement, giving opportunity for him to lay a trap into which the Bulkeley forces will walk all innocent and unprepared. If at the moment he is derided and jeered, his hour of victory will come and his enemies will regret the short sight that led them to premature rejoicing.

SAM FESSENDEN has not quit. He will not earn the reproach he once put on JOE MANLEY.

Romance of Christmas Island.

Christmas Island is a speck of land, shaped like a dumbbell, rising steeply from the Indian Ocean 190 miles south of Java. No one is known ever to have landed on it previous to 1887. It was thought of only as a little rock, without good anchorage, not worth examining while large regions were still white on the maps.

But to-day some fifty men are living on Christmas Island, and now and then we see a paragraph in the trade journais telling of the increasing quantity of phosphate that it is shipping. Last year, for example, as we are told by one of these authorities, the island shipped 71.757 tons of phosphate, and new methods of loading vessels were introduced, something like those by which fron ore is poured into the holds of Lake Superior steamers. The phosphate is tipped from a high pier into the ship. The last vessel

to sail loaded in a day with 1,300 tons. It was deep sea research that pointed to Christmas Island as a source of wealth, and the real facts in the case have only

recently been told. About ten years ago a British naval vessel started for the Indian Ocean to examine a part of its sea floor. Its main work was a long distance from Christmas Island, but Sir JOHN MURRAY, the great Scottish oceanographer, in mapping out the project, happened to think of an area around Christmas Island where no investigations had been made. He suggested that the vessel diverge from its course to make soundings and collect samples from the ocean bed in the neigh-

borhood of Christmas Island. The work was thoroughly done, and in due time a list of soundings and specimens of the mud and bits of rock dredged from the bottom were delivered at Sir John's laboratory near Edinburgh. In the collection was a fragment of rock which he could not identify on casual inspection, and it excited his curiosity. He made an analysis of the fragment and found that it was phos-

phate. There could be little doubt that it came from some land mass; but where was its place of origin? It was far from any land of important size, and Christmas Island was the only land anywhere near it. Could it have been dropped

part of the rock that built up Christmas Island? The problem was worth inves-

tigating. It was not long before another vessel on a scientific mission was sent to the Indian Ocean, and at the request of Sir JOHN MURBAY she was ordered to stop at Christmas Island and collect specimens illustrating its geology for every twenty feet of altitude from sea level

to the summit of the island. The specimens were to be sent to him for his examination. The results fulfilled the most sanguine

expectations of the man of science. There was no longer any doubt of the existence of a thick bed of phosphate on the island. But to ascertain all the conditions and the prospects of mining with profit Sir JOHN made a journey to it. He found that the mineral offered a promising commercial possibility; that there was good anchorage on one side of the island, and that by building a wharf with a second story, on which trucks could be run out, vessels might be loaded easily and cheaply.

A company was organized with the necessary capital, Parliament made a concession giving the company the right to work the phosphate for a series of years, and development was begun. It has been a most profitable venture, and the best of it is that it has placed Sir JOHN MURRAY, who, like most scientific men, had no superfluity of this world's goods, in very comfortable circumstances for the rest of his life.

THE PERSIAN GULF. Significance of Recent News From Arabia and Afghanistan.

TO THE EDITOR OF THE SUN-Sir: It is that a very serious crisis in the affairs of those countries is at hand. For the situation in Arabia with its contingent consequences the Turks have nobody but themselves to blame. Had the Sultan Abdul Hamid II. been animated by a spirit of justice toward his Christian subjects, or even of common humanity, he would have had the whole power of the empire to draw upon to defend his authority

empire to draw upon to defend his authority at the point where its extinction carries with the total loss of his right to rule.

It is not necessary to recapitulate the circumstances of the situation, as they should be well known. It is the effect which a radical change in the fundamental conditions of the Mussulman world will have on the tens of millions of the adherents of Mohammed under Christian rule that is now of consequence. It may be serious or the reverse, according to the sprite prevailing smong the leaders in Islam and their power over the masses. What that is there is no present means of estimating.

Islam and their power over the massee. What that is there is no present means of estimating.

With Afghanistan the case is different. It is plain from the reports of the results of the British mission to Kabul that returned to India the other day that they are entirely negative; and the tone in which the Times of India speaks of the Amir and conditions in Afghanistan is sufficient to prepare one for some very decided action on the part of Great Britain at no very distant date. It is not to be supposed that Russia, racked as it is with internal strife and buffeted by Japan in Manchuria, besides being hampered in its finances, is any immediate or serious danger to Great Britain in India. What the British Government really fears is a too strong and independent Afghanistan, on the edge of its great Indian Mussulman provinces, that may become the nucleus of a future pan-Islamic movement in Western Asia under some more capable and statesmanlike head than the present Khalifa.

What the British plans are will require a little time to develop, but the conditions could hardly be more favorable for their execution. With her teeth fixed in Manchuria, Russia is in no condition to undertake a campaign in Central Asia against a first class Power, and if the British Government has made up its mind that the moment is opportune to end the independence of Afghanistan and reduce it to the condition of a subject province of the British Indian empire, the thing can and will be done.

The Amir can no longer play the cards his

British Indian empire, the thing can and will be done.

The Amir can no longer play the cards his father held in his hands when threatened by one or other of his two great neighbors: a Russian alliance would be of little advantage at the present moment to Habibullah Khan, and he would have to confront an Indian army under Lord Kitchener alone. However gallant a defense he might make, the ultimate result can hardly be in doubt.

At the same time, the victory might be costly to the conqueror in more ways than one; and, owing to the revolution in Asian one; and, owing to the revolution in Asian

costly to the conqueror in more ways than one; and, owing to the revolution in Asian politics it would involve, could easily become the starting point of a new continental European policy against the complete absorption of Asia by one or two Powers, in the same way that seems likely in Africa.

A change of conditions in Arabia and Afghanistan would inevitably leave Persia between the jaws of the nutcracker; and the Russian dream of a lodgment on the Arabian Sea, and the German of commercial expansion to the Persian Guif, would come to an end. Persian development would become a British monopoly; and the long contemplated all British railway from the shores of the Levant to Calcutta through British territory and British spheres of influence would become an accomplished fact.

NEW YORK, May 2. NEW YORK, May 2.

The Population of Japan. In 1908 Japan had a population of 48,782,841,

about equally divided, 28,603,571 males and 28.181,270 females. A comparison with the figures for earlier years does not show a rapid increase: 20,481.848 41.388.318 20.906,485 898.....

.22.074.243 21.689.818 48.768.855 .22.048.045 22.498.649 45.426.693 .. 23.283,676 22,788,833 28 605 571 28 181 270 46 782 541 Here we see that the practical equality of the sexes was maintained. Considering that Japan has sent nearly a million men into the field in the present war, and that her trade and commerce shows little if any falling off, it is fair to conclude that the women of Japan are able and willing to take up business tasks

when they are dropped by the men going to the war. These figures do not include Japan's island of Formosa. That population in 1902 was \$,111,000, consisting of 2,955,084 Formosans and only 47,077 Japanese. In round figures the total population of the empire of Japan may be set down as 50,000,000.

A South Sea Church Collection. From the London Globe.

A box has reached the British and Foreign Bible Society's Bible House in London from Bugotu, Solomon Islands, containing specimens of some of the items contributed by the natives to the col-lection made on Bible Sunday at the Melanesian Mission Church. The contents include some strings of beads, porpotee teeth and armiets, which are recognized coin of the realm. One string of red beads, measuring the length of the arms at full stretch, equals two shillings; four similar lengths of white beads are equal to one shilling; ten porpoise teeth represent one shilling; while each of the white rings for wearing on the arms are of the value of one shilling. Among the other articles—which are used for barter—are some pieces of tortoise shell in the rough, a bamboo box such as is used to carry lime for betel chewing, a fine string bag, and a piece of the native cloth in which the Bugotu men wrap their babies to keep them from the Similar articles in the collection were sold ice., which has been duly remitted to the Bible

Law and Its Non-Enforcement TO THE EDITOR OF THE SUN—Str: I see the rowdy Canadians who terrorised the train and depot in New York the other night were discharged without any punishment, the depot master kindly withdraw-ing his complaint. How about bervous, frightened women who

How about mervous, rightened women who received shooks that they will not recover from in months? Isn't it about time this general disregard of law by people from whom we expect decency was stopped? We pay taxes for the support of police and soldiers, that the law may be uphald in the keeping of property. Is the rich man, who could not be rich without the law, to be allowed to break it as he pleases? Is the poor man the to break it as he pleasest is the poor man the mly one to be punished? H. HENDEBSON. PROVIDENCE. April 80.

Poorfarm Supported by Grapes. From the Kansas City Journal. The Geary county poorfarm has a vineyard of eleven acres, and the inmates pick enough grapes in a good crop year to maintain the entire instituTHE COST OF RAW COTTON.

WASHINGTON, May 2 .- At the meeting f the New England Cotton Manufacturers Association in Boston a few days ago Mr. Theodore H. Price made the following statement:

The cost of cotton production as ascertained by the United States Government for the crop of 1896-97 was on the average 4.90 cents per pound, after allowing for a land rental of \$2.91 per the net cost in that year being therefore about four cents per pound. The production that season was 172 pounds per acre. The production this year 240 pounds per acre, and the indicated cost, there fore. 25 per cent. less, or probably not over three and one-half cents per pound, after allowing for the creased cost of picking. Ten cents per pound would therefore represent a profit of 200 per cent., while seven cents per pound means a profit of 100

If any organized monopoly attempted to realise such profits as these there is no doubt that legis-lation would find a way to deal with it or that competition would speedily invade its field.

Probably Mr. Price would have great difficulty in finding more than a very small number of cotton growers who would admit even the possibility of raising the staple at such prices. It would be even more difficult to find any who would admit that it is grown by any one at such figures. This is difficult of establishment for the reason that few planters conduct their affairs in a sufficiently businesslike manner to afford anything more than a rough guess at cost of production. The guess is usually in the neighborhood of six cents.

If American manufacturers conducted their business enterprises on the lines followed by the average American farmer and planter, the cost of mill and shop products would be vastly greater than it now is. The average farmer lives as he does less by virtue of his own labor than because his implements, clothing, house utensils and manufactured things that he needs and wants are reduced to their minimum cost by business methods. Inventive genius has produced tools and appliances which are manufactured by strict business methnot necessary to read between the lines of the news from Arabia and Afghanistan to see day more than he did in several days by the oldtime methods.

Comparison of the cost of living to-day with the cost of twenty-five years ago is more than difficult. The standard has changed greatly. The farmer and his family want more and have more now than they did then. But there has been a large reduction in the price of coffee, sugar, boots and shoes, cotton cloth, prints and calicoes, tools and wagons, and many other articles which the farmer must buy. Although cotton forms one of the exceptions, no such reduction appears in the list of general farm products. The average price of raw cotton for the last ten years is somewhat below the average for, say, the decade of 1875-1885. Nevertheless, the Southern farmer has made more money, and has had more of the comforts of life, has worn better clothes, and has lived, in general, a larger life during the later than during the earlier period. In short, he has experienced a greater prosperity in spite of the cheaper prices. That he is not far more prosperous is

is own fault. Mr. Price hit the nail squarely on the head when he said:

The cotton crop of the United States is probably less carefully cultivated and more wastefully han-died than any other of our great staples. It is estimated by the closest students of the subject that ntelligent methods of culture, picking and transportation would effect an economy of not less than 20 per cent., or probably not less than one cent per pound. If the South could be brought to realize, and in time it will be brought to real-ize, that its true policy is to decrease the cost of tta production, and by so doing increase the demand for that production, a new era of prosperity will dawn for both the manufacturer and the planter.

The man who is content to get 200 pounds of cotton where he might get 400 pounds; or to get twelve bushels of wheat where he might get fifteen, or twenty-five bushels of corn where he might get forty, must expect to find this world a place of trials and tribulations which will not be overcome by attempts to increase prices by curtailing production.

BAKERY DUMBWAITERS. Defence of the Bill That Would Allow

Their Construction. TO THE EDITOR OF THE SUN-Sir: is no question that the Charity Organization Society do some good work, but mingled with it is work which they do not understand or which they regard with eyes filled with prejudice, without giving the matter the thoughtful attention it deserves. I believe they have done this in their unsparing denunciation of the bill introduced by Mr. Monroe to permit bakers to have dumbwaiters from their bakeries to their stores. How will this work?

A baker does his work in a basement fifty to seventy-five feet deep. His oven is either under the yard or under the sidewalk. His store is rarely more than forty-five feet deep, If his basement is seventy-five feet deep he has to carry his bread seventy-five feet and up the steps of the basement into the store, another twenty-five feet, making a hundred feet beside the stepe. If he had a dumbwaiter in the center of the bakeshop communicating only with the store, with a trap door to cover it when not in use, which it would be only in the daytime, as no one would be likely to leave his store open for the bakers, there

leave his store open for the bakers, there would be very little risk if the shaft and its fittings were constructed under the direction of the tenement house department.

The accusation of the committee of the Charity Organization Society directed against the men responsible for the introduction of this bill as having a shameless disregard of human life is so scandalous that the people making it ought to be drummed out of the city. I will guarantee that the men who are asking for the passage of this bill to help them in the transaction of their business economically have as much regard for the lives of their fellow citizghs as the members of that committee, and I believe they are far more capable of understanding the dangers attendant on the transaction of their business.

I have made inquiries of some of the large

the transaction of their business.

I have made inquiries of some of the large insurance companies. They do not remember having a single fire in a bakery in a year. There is no question that very many fires occur in the basement and the fiame is carried up by the light shaft, but a dumbwaiter than the contraction of the collections and used only running from cellar to store, and used only in the daytime, would add little if any to dan ger from fire.

1. J. Callanan. NEW YORK, May 2.

Herodotus on Mosquitoes. From the Lancet.

The discovery of Sir H. Arthur Blake that the transmission of malaria by mosquitoes is recog-nized in Sanakrit literature recalls the following passage in Herodotus: "The contrivances which they use against gnats, wherewith the country swarms, are the following: In the parts of Egypt above the marshes the inhabitants pass the night upon lofty towers, which are of great service, as the gnats are unable to fly to any height on account of the winds. In the marsh country, where there are no towers, each man possesses a net instead. By day it serves him to catch fish, while at night he spreads it over his bed in which he is to rest, and creeping in, goes to sleep underneath. The gnate, which if he relis himself up in his dress or in a piece of musin, are sure to bits through the covering, do not so much as attempt to pass the net." (Rawiinson's Herodotus, Vol. II., page 154.)

Is This All So? From What to Eat.

There is but one sure cure for the drinking disease or habit, and that is the simplest of all. The cure consists in eating fruits. That will cure the worst case of inebriscy that ever inflicted a person. It will entirely desiroy the taste for intoxicants and will make the drunkard return to the thoughts and astes of his childhood, when he loved the luxuries nature had provided for him and when his appetite had not become contaminated by false, cultivated tastes and attendant false desires and imaginary pleasures. No person ever saw a man or woman who liked fruit and who had an appetite for driak. No person ever saw a man or woman with an appe-tite for drink who liked fruit. The two tastes are at deadly enmity with each other, and there is no room for both of them in the same human constitution. One will certainly destroy the other.

THE FIRST AMERICAN ADMIRAL. Argument That He Was Esek Hopkins

of Bhade Island. TO THE EDITOR OF THE SUN-Sir: A jumbled controversy seems to have been begun as to who was the first American Admiral. The Board of Aldermen recently adopted a resolution eulogizing John Paul Jones as the first Admiral of the American navy. The Springfield Republican says the honor of the title is claimed for John Barry of Philadelphia. would seem there are abundant records and facts to satisfy the most doubting that Esek Hopkins of Shode Island was the first commissioned Admiral or Commander-in-Chief of the American navy.

For nearly forty years he had followed the sea as merchant captain and as commander of privateers, as well as in the Colonial service during the French and Indian wars, and he was the best known sea captain in the Col-onies. He was many times elected a member of the Legislature or Assembly of Rhode Island-a leading man in the affairs of the State. He was appointed to command the battery at Fox Hill by vote of the town of Providence, Aug. 29, 1775. On Oct. 4, 1775, he was commissioned by the committee called the Recess Committee (which had authority to act during the time when the General Assembly was not in session), and this commission appointed him Commander-in-Chief with the rank of Brigadier-General. It was signed by the Deputy Governor, Nicholas Cooke, and countersigned by Henry Ward,

Secretary.

He soon established himself with a force of about six hundred men at Middletown, R. I., adjoining Newport. Walface, com-mander of the British fleet, had made demonstrations and demands upon the inhabitants of Newport. Much of the correspondence between Hopkins and Wallace, which secured the raising of the blockade and the lishment of a truce, is on record to-day. In conducting these negotiations showed sagacity, quiet firmness and discretion-in fine, a character very different from

tion—in fine, a character very different from
the irascible, irresponsible man his enemies
later represented him as being.
On Monday, Aug. 21, 1775, the General
Assembly convened at Providence, and at
this session the first suggestion for the establiahment of a Continental fleet was made.
From this suggestion the American navy
dates its origin. The Continental Congress
was petitioned by the Shode island Assembly.
The importance of equipping an American
fleet was set forth. A divided opinion was
expressed and a long and spirited debate
ensued, Samuel Adams and John Adams
and Robert Treat Paine of Massachusetts,
Eliphalet Dyer and Silas Deane of Connecticut, Peyton Randolph of Virginia and ethers
taking part. The decision of the Congress
was for securing at once available ships and
equipping them "for the protection and defense of the United Colonies as the Congress
shall direct."

Ry Nov. 5, 1775, the work of procurring and
litting out the vessels ordered had your assessed

shall direct."

By Nov. 5, 1775, the work of procuring and fitting out the vessels ordered had progressed so far that the committee of the Continental Congress selected Esek Hopkins of Rhode Island as commander of the fleet. Congress confirmed the appointment Dec. 22, 1775, and also appointed the following officers for the several vessels: several vessels:
Dudley Saltonstall, Abraham Whipple,
Nicholas Biddle, John Burroughs Hopkins,

Beveral vessels.

Dudley Saltonstall, Abraham Whipple, Nicholas Biddle, John Burroughs Hopkins, Captains.

John Paul Jones, Rhodes Arnold, —
Stansbury, Hoysted Hacker, Jonathan Pitcher, First Lieutenants.

Benjamin Seabury, Joseph Olney, Elisha Warner, Thomas Weaver, — McDougall, Second Lieutenants.

John Fanning, Ezekiel Burroughs, Daniel Vaughan, Third Lieutenants.

The rank given to Hopkins was intended to correspond in the navy to that held by Gen. Washington in the army. The title bestowed on Hopkins seems to have vizied—sometimes he was addressed as Commodore and sometimes as Admiral, while even in official correspondence from the President of Congress and the Naval Committee both these titles were given to him, as well as the full title named in the resolution of Congress appointing him—Commander-in-Chief of the Continental Navy.

Hopkins, after his appointment, went to Philadelphia to assume his command. Eight vessels of varying tonnage had been selected from the available merchantmen. The ship selected as the flagship was formerly a merchantman named Black Prince, which had recently arrived from London under the command of John Barry. She was a small, stout vessel of her class, and was renamed the Alfred, after Alfred the Great. As Hopkins gained the deck of his flagship Dudley Saltonstall gave a signal, and First Lieutenath John Paul Jones holsted a yellow silk flag bearing a lively representation of a rattlesnake and the motto: "Don't Tread on Me."

Cold weather and ice held Hopkins and his fleet from salling. Hopkins wrote, Feb. 27, 1776, to the Naval Committee expressing his anxiety to set sall. The following orders from Hopkins to his several Captains, were issued prior to salling from the capes of Delaware, February. 1776:

Str. You are hereby ordered to keep Company with me, if possible, and truly observe the signals given by the ship I am in; but in case you, should

February, 1776:
Sir: You are hereby ordered to keep Company with me, if possible, and truly observe the signals given by the ship I am in: but in case you should be separated in a gale of wind or otherwise you are to use all possible means to join the Fleet as soon as possible, but if you cannot in four days after you leave the Fleet, you are to make the best after you leave the Fleet, you are to make the pe of your way to the Southern part of Abacco for of the Bahama Islands] and there wait for it Fleet fourteen days; but if the Fleet does not jo you in that time, you are to cruise in such place as you think will most annoy the enemy, and you are to send into Fort for Tryal all British vessels are to send into Port for Tryal all British varieties of the property or other vessels with any supplies for the Ministerial Forces who you may make yourself master of to such pieces as you may think heat within the United Colonies. In case you are in very great danger of being taken you are to destroy these orders and your signals. PSBR HOPKINS.

Commander-in-Chief.

Conclusive, it would seem, as to who was the first American Admiral, and that John Paul Jones was his First Lieutenant, L. B. MERRIAM. SUFFIELD, Conn., May 1.

ALBERTA AND SASKATCHEWAN. The Great Territories Which Canada Is Organizing as Provinces.

From a speech by the Hon. F. A. Laurence in the Dominion House of Commons. We are informed that each of these provinces will comprise no less an area than 275,000 square miles. The mind of man almost fails to grasp the significance, the vasiness, the greatness of the figures. We can only faintly do so by parison, and I may be permitted to say that each of these provinces will be nearly six times as large as the great State of New York, with its population of seven and a quarter millions; each of them will be five times as great in point of area as the large State of Illinois, with its population of five millions; each will be six times as large as the large State of Pennsylvania, with a population of six and a half millions: each of them will be seven times as large as the State of Indiana, with its population of

and a half millions. in point of fact each of them is larger in area than the States of Massachusetts, New York, Illi-nois, Iowa, Maine, Michigan, Delaware, New Jersey, all combined together. Each of them is twice as large as England. Wales, Scotland and Ireland, with their immense population of forty-two million people; each of them is much greater than the rman Empire in Europe, with its population of fifty-six and three quarter millions: each of them is much greater than the Republic of France in Europe, with its population of thirty-nine millions. By a simple comparison of that kind we are en-abled to realize the immensity of the heritage which we as Canadians have in our great Northwes

British Competition in Cotton Raising.

From the Boston Evening Transcript.
The threat of reduced cotton acreage in the South is giving a new stimulus to the movement for cultivating cotton in all the British colonies where there is any probability of its being grown

with success.
The Cotton Growers' Association has already taken on a permanent form. It now holds a royal charter—which is a guarantee of permanence, if not of success—and in addition to putting large areas in West Africa under cotton, the association has within the last two or three weeks so organized itself that it can act as the selling agent in Liver-pool and Manchester for any colony which is em-barking on cotton cultivation. It is doing this on terms below what is usually charged by brokers and is offering other advantages, all intended to stimulate and support the movement in Great Britain which had its origin in the short crops of 1902 and 1908.

The "Big Judge's " Cousin's Opinion TO THE EDITOR OF THE SUN-Sir: It is said that shortly after the arrival of a cousin of "Big Judge" Conneily from the old country the Judge in his magnanimity of heart took him out for a carriage during which he incidentally remarked to the ride, during which he incidentally remarked to the cousin that he would be a long time in Ireland before he would ride in a coach with a Judge. The cousin agreed with him, saying: "That's so, your Honor; but be jabers rou'd be a long time there yourself before they'd make a Judge of you." J. W. F.

NEW YORK, May 3. Liner Carried Only One Letter. From the London Dally Mail. A curious result of the recent dislocation of the mail service between Australia and the United Kingdom is shown in the fact that the mail taken to Adelaide by the Orontes consisted of only one

letter. That was registered.

RAILWAY CONGRESS TO-DAY.

Interesting American Exhibit Prepared to Entertain the Fereign Delegates. WASHINGTON, May 2 .- The opening of the International Railway Congress and of the American Railway Appliance Exhibit will

take place to-morrow at noon. The exercises incident to the opening of the congress will be held in the ballroom of the new Willard Hotel, and the exhibit will be opened on the Monument grounds. Several temporary buildings have been erected about 200 yards north of the Washington Monument, and the appearance is that of a world's fair in miniature. The

American and foreign delegates to the congress are already here in large numbers, and more will arrive to-morrow before the hour of opening. The exercises incident to the opening of the railway exhibit will be witnessed by a distinguished company. All the foreign delegates to the International Railway Congress have been invited, for it is for their benefit that this

invited, for it is for their benefit that this American exhibit is given.

One of the most interesting features of the exhibit will take place to-morrow night. With the assistance of the officials of the Naval Observatory, a time signal will be flashed at midnight around the world, and its progress will be watched on a gigantic map that has been made on the exhibition grounds.

At 11:15 to-morrow night the wires on all telegraph lines throughout the world, in the line of communication, will be thrown into a circuit and an operator at the Naval Observatory will give the signal here at midnight. As the signal reaches each of the cities shown on the map the red lamps showing its location will burn. It is expected that the circuit will be completed within a very short time after the first signal is sent here.

SHERIFF'S JURY ENTERTAINS. Opens New Quarters With a Feast and With Compliments to the Sheriff.

Some three hundred persons attended the eception given yesterday to the Sheriff and his deputies by the members of the Sheriff's Jury, in the Barclay building, where the new offices of the Sheriff have been opened. Refreshments flowed freely.

The committee in charge included these Sheriff's jurors: Joseph J. O'Donohue, George A. Meyer, Benjamin T. Rhoads, Edward S. Innet, Jules A. Montant, Charles

Edward S. Innet, Jules A. Montant, Charles J. Warner, Charles E. Safford, Richard R. Hunt and George H. Toop.

Mr. O'Donohue and Mr. Rhoads complimented Sheriff Erlanger upon the manner in which he has discharged his duties, and eulogized his courtesy and attention to even the minutest details in connection with his work. He realized in suitable terms.

work. He replied in suitable terms.
The reception was held in the room that
in the future is to be the courtroom of the
Sheriff's Jury, where they will hold inquests and inquiries into the sanity of alleged in-competents. By having a private room in the Sheriff's suite they hope to avoid pub-licity somewhat, although of course they cannot exclude the public from their hear-

MONUMENT TO ARMY NURSES. Memorial to Women Who Died in Spanish War Unveiled in Washington.

WASHINGTON, May 2.-A monument to the memory of volunteer army nurses who died in 1898 was dedicated at the Arlington National Cemetery to-day. The names carved on the monument are those of Miss Minerva Turnbull and Mrs. Isabella R. Bradford of New Orleans, Miss Margaret Greenfield of St. Paul, Miss Katherine Stansbury of Chicago, Miss Ellen May Towers of Detroit, Miss Clara Wood of Rochester and Miss Irene Toland of St.

In connection with the dedication cere-Department does not keep a record of volunteer army nurses. When application was made to the Charity Hospital of New Orleans for the names of sevential to the control of t sisters of obarity buried at Arlington, who died at Spanish war camps, the re-sponse was received that "if their martyrdom was no better appreciated by their country it might rest that way," and the names were refused. Action in the matter will be taken by the nurses at the con-vention which they are bolding here this

week. ALDERMEN'S LAST FRANCHISE. They Consent to Four Tracks on Part of

Brooklyn Subway. The Aldermen approved yesterday a resolution transmitted by the Rapid Transit Commission permitting the Interbo ough company to add two tracks to the Fulton company to add two tracks to the Funca street section of the Brooklyn subway, between Joralemon street and Atlantic and Flatbush avenues. This will proba-bly be the last franchise that the Aldermen will have to pass upon. Comptroller Grout received yesterday from the Interborough company a check for \$363,817.87, the first interest payment would be the city on the money lossed to

made to the city on the money loaned to build the subway.

CELLAR DIRT FOR CENTRAL PARK Will Not Be Paid for as Fertile Garden Mold.

Park Commissioner Pallas gave a contract to Charles L. Doran to furnish 10,000 cubic yards of fertile garden mold for Central Park. Complaint was made to Comptroller Grout that Doran was supplying material excavated from building sites. One expert employed by Mr. Grout to investigate re-ported yesterday that the complaint was m rect, and that, while the material dumped into the park might be made good soil by fertilizing the contractor had not lived up to his contract, and the material should not be paid for as fertile garden mold. The Comptroller will follow out the recom-

mendation. HAILED AS THE NEXT MAYOR. Mr. Schleren at That Very Time Was Speak-

ing on "Music Hath Charms." At the annual banquet of the Brooklyn Apollo Club on Monday night, former Mayor Charles H. Schieren was vociferously hailed as the "Next Mayor of the Greater New York." Mr. Schieren was one of the speakers, his theme being "Music Hath Charms."

Salaries That the Aldermen Can Increase Supreme Court Justice Leventritt decided yesterday that George W. Stokes, an examiner of charitable institutions under Commissioner Tully, is entitled to a mandamus directing Mr. Tully to certify his salary at \$1,200 a year instead of \$1,000. The Board of Aldermen increased the pay of such examiners, but Commissioner Tully refused to certify the increase on the pay

DECREASED ONE SALARY. The deceased chief bookkeeper of the Department of Correction got \$3,600 a year. The Aldermen yesterday fixed the pay of is successor at \$3,000.

Reception of Paul Jones's Body. President Fornes of the Board of Aldermen has appointed Aldermen Doull, Coggey, Goodman, Wentz, Owens, Gass

and Kenny to serve as a committee to preand Reinly to serve as a committee to pre-pare for the reception at this port of the body of Paul Jones. A committee to try to have the remains buried in this city is made up of Aldermen Richter, McCall, Meyers, Jones, Redmond, Collins and

Want Beciprocity With Mexico AUSTIN, Tex., May 2.-The Legislature to-day adopted a resolution requesting the President of the United States to open negotiations with the treaty making power of Mexico with the view of establishing of mexico with the view of establishing a reciprocity treaty with that country looking to the encouragement and exportation of grain, grain products, blooded cattle, hogs and hog products and poultry and poultry products to that country.